



NATIONAL ASSEMBLY OF QUÉBEC

FIRST SESSION

FORTY-THIRD LEGISLATURE

Order Paper and Notices

of the Assembly

Wednesday, 12 February 2025 – No. 181

Nine forty a.m.

**President of the National Assembly:
Madam Nathalie Roy**

Part 1
ROUTINE PROCEEDINGS

STATEMENTS BY MEMBERS

- The Member for Saint-Jean on the following subject: *Local purchasing... yes, please!*
- The Member for Jacques-Cartier on the following subject: *Condemning health cuts that are affecting the reality of the citizens of the West Island.*
- The Member for Joliette on the following subject: *Joliettains representing Québec at the Nallikari Snowfest in Finland.*
- The Member for Rosemont on the following subject: *Tribute to the man feeding people for free.*
- The Member for Bonaventure on the following subject: *Tribute to Ms. Nancy Gough for 35 years of dedication.*
- The Member for La Pinière on the following subject: *The vitality of the South Shore's Black community.*
- The Member for Trois-Rivières on the following subject: *Celebrating efforts and achievements in the construction industry.*
- The Member for Iberville on the following subject: *The 45th anniversary of Association PAUSE.*
- The Member for Rivière-du-Loup-Témiscouata on the following subject: *School perseverance.*
- The Member for Laporte on the following subject: *The 60th edition of the Marblehead tournament.*
- The Member for Mégantic on the following subject: *The 40th anniversary of Virage Santé mentale.*

STATEMENTS BY MINISTERS

INTRODUCTION OF BILLS

PRESENTING (a) Papers
 (b) Reports from committees
 (c) Petitions

ORAL ANSWERS TO PETITIONS

**COMPLAINTS OF BREACH OF PRIVILEGE OR CONTEMPT AND
PERSONAL EXPLANATIONS**

ORAL QUESTIONS AND ANSWERS

DEFERRED DIVISIONS

MOTIONS WITHOUT NOTICE

NOTICES OF PROCEEDINGS IN COMMITTEES

INFORMATION ON THE PROCEEDINGS OF THE ASSEMBLY

Part 2
ORDERS OF THE DAY

BUSINESS HAVING PRECEDENCE

URGENT DEBATES

DEBATES ON REPORTS FROM COMMITTEES

OTHER BUSINESS

I. Government Bills

Passage in Principle

- (1) Bill 83
An Act to foster the practice of medicine in the public health and social services network
Introduced by the Minister of Health on **3 December 2024**
- (2) Bill 84
An Act respecting national integration
Introduced by the Minister of the French Language on **30 January 2025**
- (3) Bill 85
An Act to amend various provisions for the main purpose of reducing regulatory and administrative burden
Introduced by the Minister for the Economy on **4 December 2024**
- (4) Bill 90
An Act to recognize ice hockey as the national sport of Québec and concerning national cultural references
Introduced by the Minister of Culture and Communications on **6 February 2025**

Committee Stage

- (5) Bill 69
An Act to ensure the responsible governance of energy resources and to amend various legislative provisions
Introduced by the Minister of Economy, Innovation and Energy on 6 June 2024
Report from the Committee on Agriculture, Fisheries, Energy and Natural Resources (consultations) tabled on 24 September 2024
Passed in principle on **3 October 2024**, and
Referred to the Committee on Agriculture, Fisheries, Energy and Natural Resources
- (6) Bill 79
An Act to enact the Act respecting contracting by municipal bodies and to amend various provisions mainly for the purpose of reducing the administrative burden of municipal bodies
Introduced by the Minister of Municipal Affairs on 7 November 2024
Report from the Committee on Planning and the Public Domain (consultations) tabled on 6 December 2024
Passed in principle on **28 January 2025**, and
Referred to the Committee on Planning and the Public Domain
- (7) Bill 81
An Act to amend various provisions relating to the environment
Introduced by the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks on 20 November 2024
Report from the Committee on Transportation and the Environment (consultations) tabled on 4 February 2025
Passed in principle on **11 February 2025**, and
Referred to the Committee on Transportation and the Environment
- (8) Bill 82
An Act respecting the national digital identity and amending other provisions
Introduced by the Minister of Cybersecurity and Digital Technology on 21 November 2024
Report from the Committee on Public Finance (consultations) tabled on 30 January 2025
Passed in principle on **4 February 2025**, and
Referred to the Committee on Public Finance

- (9) Bill 86
An Act to ensure the long-term preservation and vitality of agricultural land
Introduced by the Minister of Agriculture, Fisheries and Food on 5 December 2024
Report from the Committee on Planning and the Public Domain (consultations) tabled on 4 February 2025
Passed in principle on **5 February 2025**, and
Referred to the Committee on Planning and the Public Domain
- (10) Bill 87
An Act respecting mainly the development and enhancement of industrial land and the governance of the Société du parc industriel et portuaire de Bécancour
Introduced by the Minister for the Economy on 6 December 2024
Report from the Committee on Labour and the Economy (consultations) tabled on 29 January 2025
Passed in principle on **30 January 2025**, and
Referred to the Committee on Labour and the Economy

Report Stage

Passage

II. Private Members' Public Bills

Passage in Principle

- (11) Bill 190
An Act to recognize the Members' oath to the people of Québec as the sole oath required for Members to take office
Introduced by the Member for Jean-Lesage on **1 December 2022**
- (12) Bill 191
An Act to amend the Act respecting safety in sports to prohibit fighting in sports activities in which persons under 18 years of age participate
Introduced by the Member for Marquette on **8 December 2022**
- (13) Bill 192
An Act to ensure student health and safety in the classroom by regulating ambient air quality in schools
Introduced by the Member for Saint-Laurent on **7 December 2022**

- (14) Bill 193
An Act to amend the Charter of human rights and freedoms to recognize the right to a healthful environment as a fundamental right
Introduced by the Member for Notre-Dame-de-Grâce on **1 February 2023**
- (15) Bill 195
An Act to amend the Consumer Protection Act to fight planned obsolescence and assert the right to repair goods
Introduced by the Member for Saint-Laurent on **2 February 2023**
- (16) Bill 196
An Act to amend the Educational Childcare Act to guarantee the right to receive childcare services
Introduced by the Member for Robert-Baldwin on **14 March 2023**
- (17) Bill 197
An Act to improve the quality of care through the setting of ratios in certain institutions governed by the Act respecting health services and social services
Introduced by the Member for Pontiac on **6 December 2022**
- (18) Bill 198
An Act to amend the Civil Code to ensure greater protection of seniors as lessees against repossession of dwellings and evictions
Introduced by the Member for Sherbrooke on **21 February 2023**
Resuming the debate adjourned in the name of the Member for Vimont on **28 March 2024**
- (19) Bill 199
An Act to better protect consumers against abusive credit contracts
Introduced by the Member for Saint-Laurent on **23 February 2023**
- (20) Bill 390
An Act to promote taking gender equality and diversity in an intersectional perspective into account in the budgetary process
Introduced by the Member for Mercier on **21 March 2023**

- (21) Bill 391
An Act to amend the Education Act to enshrine the right to free special school projects offered in schools providing preschool or elementary and secondary education and to limit the distance between immovables of a school with a special project
Introduced by the Member for Saint-Laurent on **16 March 2023**
- (22) Bill 392
An Act respecting the suspension of the issuing of new mining claims and ending the precedence of mining and gas rights over other land uses
Introduced by the Member for Verdun on **18 April 2023**
- (23) Bill 393
An Act to combat food waste
Introduced by the Member for Verdun on **6 April 2023**
- (24) Bill 394
An Act respecting the implementation of study-family-work balance policies in particular in higher education institutions
Introduced by the Member for Hochelaga-Maisonneuve on **5 December 2023**
- (25) Bill 395
An Act to replace the name of the electoral division of Matane-Matapédia by Matane-Matapédia-Mitis
Introduced by the Member for Matane-Matapédia on **11 April 2024**
- (26) Bill 396
An Act to amend the Act to reduce the debt and establish the Generations Fund to provide for the achievement of a capitalization of one hundred billion dollars
Introduced by the Member for Marguerite-Bourgeoys on **16 March 2023**
- (27) Bill 397
An Act to prevent and fight sexual violence in educational institutions that provide preschool education services, elementary school instructional services or secondary school instructional services in general or vocational education, including adult education services
Introduced by the Member for Mercier on **27 April 2023**

- (28) Bill 398
An Act to amend the Education Act to enshrine the right of handicapped students and students with social maladjustments or learning disabilities to receive educational services equivalent to those provided by the school
Introduced by the Member for Westmount–Saint-Louis on **20 April 2023**
- (29) Bill 399
An Act to amend the Act respecting the Caisse de dépôt et placement du Québec to require the Caisse de dépôt et placement du Québec to make and to report on investments with sustainable social and environmental impacts
Introduced by the Member for Maurice-Richard on **27 April 2023**
- (30) Bill 490
An Act to reinforce the qualified majority required for the appointment and removal of persons appointed by the National Assembly
Introduced by the Member for Nelligan on **18 April 2023**
- (31) Bill 491
An Act amending the Public Infrastructure Act to submit projects included in the Québec infrastructure plan to a climate test
Introduced by the Member for Taschereau on **14 September 2023**
- (32) Bill 492
An Act to combat waste
Introduced by the Member for Îles-de-la-Madeleine on **18 April 2023**
- (33) Bill 493
An Act to amend the Québec Immigration Act to take temporary residents into account for immigration planning purposes
Introduced by the Member for Nelligan on **10 May 2023**
- (34) Bill 494
An Act to amend the Civil Code to render without effect the clauses of a lease of a dwelling tending to prohibit companion animals
Introduced by the Member for Laurier-Dorion on **25 May 2023**
- (35) Bill 495
Anti-Farm Land Grabbing Act
Introduced by the Member for Verdun on 26 September 2023
Resuming the debate adjourned in the name of the Member for Jonquière on **31 January 2024**

- (36) Bill 496
An Act to recognize the white admiral as the emblematic insect of Québec
Introduced by the Member for Argenteuil on **9 June 2023**
- (37) Bill 499
An Act to establish a new electoral system
Introduced by the Member for Jean-Lesage on **5 October 2023**
- (38) Bill 591
An Act mainly to reinforce Members' oversight of government action by recognizing their right to visit administrative institutions
Introduced by the Member for Sherbrooke on **21 March 2024**
- (39) Bill 593
An Act to amend the Civil Code to prohibit evictions carried out with a view to converting a dwelling into short-term tourist accommodation
Introduced by the Member for Mille-Îles on **4 October 2023**
- (40) Bill 596
An Act amending mainly the Act respecting land use planning and development so that municipalities may adopt a differentiated zoning by-law aimed at increasing and sustaining the supply of social housing or affordable housing
Introduced by the Member for Mille-Îles on **24 October 2023**
- (41) Bill 597
An Act to amend the Environment Quality Act to establish a right of citizen initiative in environmental matters and reinforce the powers and independence of the Bureau d'audiences publiques sur l'environnement
Introduced by the Member for Matane-Matapédia on **1 February 2024**
- (42) Bill 599
An Act to amend mainly the Act respecting the Québec Pension Plan to abolish the reduction of the retirement pension of a person who receives a disability pension between 60 and 65 years of age
Introduced by the Member for Maurice-Richard on **20 February 2024**

- (43) Bill 690
An Act to amend the Act respecting the Québec Pension Plan to rectify an inequity toward disabled retirees
Introduced by the Member for La Pinière on 23 November 2023
Resuming the debate ajourned on **7 December 2023**
- (44) Bill 691
An Act to amend various legislative provisions regarding financial assistance for education expenses
Introduced by the Member for Matane-Matapédia on **7 December 2023**
- (45) Bill 693
An Act to foster the active contribution to society of recipients under the Social Solidarity Program
Introduced by the Member for Notre-Dame-de-Grâce on **22 February 2024**
- (46) Bill 694
An Act to amend the Highway Safety Code to more effectively fight drinking and driving
Introduced by the Member for Nelligan on **19 March 2024**
- (47) Bill 695
Parliamentary Budget Officer Act
Introduced by the Member for Nelligan on **14 March 2024**
- (48) Bill 697
An Act to combat waste
Introduced by the Member for Îles-de-la-Madeleine on **23 April 2024**
- (49) Bill 699
An Act to amend the Charter of human rights and freedoms to enshrine the right to decent housing
Introduced by the Member for Laurier-Dorion on **4 June 2024**
- (50) Bill 790
An Act to extend to users sheltered in a continuous assistance residence the application of the Regulation respecting the terms governing the use of monitoring mechanisms by a user sheltered in a facility maintained by an institution operating a residential and long-term care centre
Introduced by the Member for D'Arcy-McGee on **22 May 2024**

- (51) Bill 791
An Act to allow public transit authorities to develop real estate projects near or above their public transit infrastructures
Introduced by the Member for Nelligan on **1 May 2024**
- (52) Bill 792
An Act to enhance the presence of the flag of Québec
Introduced by the Member for Matane-Matapédia on **30 May 2024**
- (53) Bill 793
An Act respecting the process for publishing the documents from the inquiry conducted by Bernard Grenier concerning the activities of Option Canada in the referendum held in Québec in October 1995
Introduced by the Member for Matane-Matapédia on **27 November 2024**
- (54) Bill 794
An Act to declare Québec’s commitment to achieve net-zero emissions by 2050
Introduced by the Member for Verdun on **7 November 2024**
- (55) Bill 796
An Act to replace the name of the electoral division of Arthabaska by the name “Arthabaska-L’Érable”
Introduced by the Member for Arthabaska on **30 May 2024**
- (56) Bill 892
An Act to prohibit offering supervised consumption services near an educational childcare facility or an educational institution providing preschool-, elementary- or secondary-level education
Introduced by the Member for Saint-Laurent on **27 November 2024**
- (57) Bill 893
An Act respecting maintaining seniors’ autonomy
Introduced by the Member for Îles-de-la-Madeleine on **3 December 2024**
- (58) Bill 894
An Act to extend health insurance plan and basic prescription drug insurance plan eligibility to all women or persons who are pregnant and living in Québec regardless of their migratory status
Introduced by the Member for Saint-Henri–Sainte-Anne on **4 December 2024**

Committee Stage

- (59) Bill 194
An Act to establish a presumption of consent to organ or tissue donation after death
Introduced by the Member for Pontiac on 26 April 2023
Passed in principle on **9 June 2023**, and
Referred to the Committee on Health and Social Services

Report Stage

Passage

III. Private Bills

Hearings and Clause-by-Clause Consideration

- (60) Bill 201
An Act respecting Municipalité de Morin-Heights
Introduced by the Member for Argenteuil on **20 April 2023**, and
Referred to the Committee on Planning and the Public Domain
- (61) Bill 203
An Act respecting the objects and powers of the Roman Catholic Archiepiscopal corporation of Montreal
Introduced by the Member for Westmount–Saint-Louis on **19 April 2023**, and
Referred to the Committee on Institutions
- (62) Bill 213
An Act respecting certain immovables situated in Municipalité de Dixville
Introduced by the Member for Saint-François on **3 December 2024**, and
Referred to the Committee on Health and Social Services

Passage in Principle

Passage

IV. Government Motions

- (63) 28 January 2025
Motion moved by the Minister of International Relations and La Francophonie

THAT, pursuant to section 22.3 of the *Act respecting the Ministère des Relations internationales*, the National Assembly approve the Decision No. 1/2024 of the Joint Committee on Mutual Recognition of Professional Qualifications of 10 October 2024 setting out an agreement on the mutual recognition of professional qualifications for architects within the context of the Comprehensive Economic and Trade Agreement between Canada and the European Union and its Member States.

In compliance with section 22.3 of the *Act respecting the Ministère des Relations internationales*, this motion cannot be debated before 7 February 2025.

V. Estimates of Expenditure

VI. Statutory Debates

BUSINESS STANDING IN THE NAME OF MEMBERS IN OPPOSITION

- (64) 11 February 2025
Motion by the Member for Hochelaga-Maisonneuve

THAT the National Assembly recall that Québec is the first State in North America to have renounced petroleum development and exploration projects;

THAT it be concerned about recent calls in the public sphere to revive pipeline projects such as GNL-Québec and Energy East;

THAT, lastly, it ask the Québec government to oppose the development of pipeline projects in its territory.

Part 3
BILLS PASSED
(Bills awaiting Royal Assent)

Bill 88

An Act amending the Act respecting the process of negotiation of collective agreements and the settlement of disputes in the municipal sector
Passed on **11 February 2025**

Part 4

PROCEEDINGS IN COMMITTEES

The detailed calendar of the proceedings of each committee is available on the Internet site of the Assembly.

COMMITTEE ON THE NATIONAL ASSEMBLY

Inquiry arising from the motion moved by the Official Opposition House Leader and Member for Nelligan pursuant to Standing Orders 315 to 321 on the failure to table, within the prescribed time, the 2023 annual management report of the Société de l'assurance automobile du Québec

COMMITTEE ON PUBLIC ADMINISTRATION

Orders in compliance with the Standing Orders

- Hearing of the Ministère de la Santé et des Services sociaux, the CISSS de la Montérégie-Centre, the CIUSSS de l'Estrie-CHUS and the CIUSS de l'Ouest-de-l'Île-de-Montréal on Chapter 2 of the Auditor General's May 2023 report entitled "Octroi de contrats de gré à gré : en vertu du décret d'urgence sanitaire, ou pour obtenir des places d'hébergement et de la main-d'œuvre indépendante" (Awarding untendered contracts: Under public health emergency orders, or to obtain residential and long term care beds and independent labour).
- Hearing of the Auditor General of Québec on its annual management report and financial commitments.

COMMITTEE ON AGRICULTURE, FISHERIES, ENERGY AND NATURAL RESOURCES

Orders of reference

Consideration of Bills:

- **Bill 69**, An Act to ensure the responsible governance of energy resources and to amend various legislative provisions (Order of reference given on 3 October 2024).

COMMITTEE ON PLANNING AND THE PUBLIC DOMAIN

Orders of reference

Consideration of Bills:

- **Bill 79**, An Act to enact the Act respecting contracting by municipal bodies and to amend various provisions mainly for the purpose of reducing the administrative burden of municipal bodies (Order of reference given on 28 January 2025).
- **Bill 86**, An Act to ensure the long-term preservation and vitality of agricultural land (Order of reference given on 5 February 2025).
- **Bill 201**, An Act respecting Municipalité de Morin-Heights (Order of reference given on 20 April 2023).

COMMITTEE ON CULTURE AND EDUCATION

COMMITTEE ON LABOUR AND THE ECONOMY

Orders of reference

Special Consultations:

- **Bill 85**, An Act to amend various provisions for the main purpose of reducing regulatory and administrative burden (Order of reference given on 28 January 2025).
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Consideration of Bills:

- **Bill 87**, An Act respecting mainly the development and enhancement of industrial land and the governance of the Société du parc industriel et portuaire de Bécancour (Order of reference given on 30 January 2025).

COMMITTEE ON PUBLIC FINANCE

Orders of reference

Consideration of Bills:

- **Bill 82**, An Act respecting the national digital identity and amending other provisions (Order of reference given on 4 February 2025).

COMMITTEE ON INSTITUTIONS

Orders of reference

Consideration of Bills:

- **Bill 203**, An Act respecting the objects and powers of the Roman Catholic Archbishopial corporation of Montreal (Order of reference given on 19 April 2023).

COMMITTEE ON CITIZEN RELATIONS

Orders in compliance with the Standing Orders

Interpellation:

- By the Member for Sherbrooke to the Minister Responsible for Seniors on the following subject: *The future of home services and care* (notice given on 6 February 2025).

COMMITTEE ON HEALTH AND SOCIAL SERVICES

Orders of reference

Special Consultations:

- **Bill 83**, An Act to foster the practice of medicine in the public health and social services network (Order of reference given on 28 January 2025).

Consideration of Bills:

- **Bill 194**, An Act to establish a presumption of consent to organ or tissue donation after death (Order of reference given on 9 June 2023).
- **Bill 213**, An Act respecting certain immovables situated in Municipalité de Dixville (Order of reference given on 3 December 2024).

COMMITTEE ON TRANSPORTATION AND THE ENVIRONMENT

Consideration of Bills:

- **Bill 81**, An Act to amend various provisions relating to the environment (Order of reference given on 11 February 2025).

**SELECT COMMITTEE ON THE IMPACTS OF SCREENS AND SOCIAL MEDIA ON YOUNG
PEOPLE'S HEALTH AND DEVELOPMENT**

Special Consultations:

- The Impacts of Screens and Social Media on Young People's Health and Development.

Part 5

WRITTEN QUESTIONS

*Questions already placed on the Order Paper
are published each Wednesday*

(193) Mr. Grandmont (Taschereau) – **20 November 2024**
To the Minister of Finance

The tramway is a major investment for the city of Québec, with positive economic benefits expected in both the short and long terms.

The construction of the tramway alone will create thousands of jobs and pump billions of dollars into the local economy. The project is expected to result in 19,000 new jobs (12,000 directly and 7,000 indirectly), for a total payroll of \$1.1 billion. The average annual salary for these jobs is estimated at \$61,200.

Once operational, the tramway will spur economic activity by improving mobility and facilitating access to employment, education, recreation and trade. It will also help businesses more easily recruit the qualified workforce they need, thereby increasing their productivity. The tramway is also expected to increase business density across its route and lead to growth in private investments and higher property values.

Furthermore, the tramway will allow many families to eliminate the need for a second car, which means substantial savings of up to \$10,000 per year. These savings, once reallocated to other expenses, will have a 20% greater economic impact than if the expenses were vehicle-related.

In short, the city of Québec tramway is much more than a mere public transport project: it is a strategic investment that will boost the region's economy and improve the population's quality of life.

My question to the Minister of Finance is the following:

Does the Minister of Finance agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

(194) Mr. Grandmont (Taschereau) – **20 November 2024**

To the Minister Responsible for Housing

The tramway is a major investment for the city of Québec, with positive economic benefits expected in both the short and long terms.

The tramway will promote densification across its route, thus creating hubs for new real estate projects. It will also result in an increased density of local businesses, growth in private investments and higher property values. This densification will enable the construction of more housing, which will increase the supply and help stabilize housing prices. The tramway will also provide efficient and reliable public transportation, making new neighbourhoods more attractive for residents.

It is well known that the tramway will facilitate major real estate investments across its route. The total amount of investments is estimated at nearly \$2 billion. In the context of the housing crisis currently experienced province-wide, particularly in our Capitale-Nationale region, such a construction project for new housing would be most welcome.

The tramway's implementation will also revitalize the city's existing neighbourhoods. All of the spaces between both ends of the tramway's route will be redeveloped, in keeping with the spirit of the neighbourhoods it spans. The urban integration of the city of Québec's tramway will be exemplary. Nothing will be left to chance! The tramway will be part of a global urban planning vision that places the well-being of its citizens at the forefront of its priorities.

In short, the tramway will provide a host of benefits for our Capitale-Nationale region's economy. It is therefore crucial to support this important project, which will help make the city of Québec more prosperous, sustainable and inclusive, while ensuring long-lasting solutions for the housing crisis.

My question to the Minister Responsible for Housing is the following:

Does the Minister Responsible for Housing agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(195) Mr. Grandmont (Taschereau) – **21 November 2024**

To the Minister Responsible for Social Solidarity and Community Action

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The tramway will provide an accessible, affordable and reliable transportation solution, in particular for those who rely on community support networks. The elderly, pregnant women, mobility impaired persons or persons with visual or hearing disabilities, and young families will be able to easily use the tramway. By facilitating transportation, the tramway will help them get to essential services, such as food banks, health centres and community organizations.

The tramway will pass through neighbourhoods where many social services are concentrated and will help those who are most vulnerable participate more actively in the city's social and economic life. 65% of the population and 81% of jobs are located within 800 metres (a 10-minute walk) from the tramway's route. The tramway will foster a sense of community and solidarity between citizens. By providing a shared public space, it will encourage social interactions and the creation of bonds between people from all backgrounds.

The construction of the city of Québec's tramway is therefore an important social investment that will benefit all citizens, in particular those who are most vulnerable. By improving mobility and promoting social inclusion, the tramway will help build a city that is more just, united and prosperous.

My question to the Minister Responsible for Social Solidarity and Community Action is the following:

Does the Minister Responsible for Social Solidarity and Community Action agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(196) Mr. Grandmont (Taschereau) – **21 November 2024**

To the Minister Responsible for Sports, Recreation and the Outdoors

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The tramway will be seamlessly integrated into active transportation networks, such as bike and pedestrian paths. The transfer hubs, stations and Parc-O-Bus areas will promote greater intermodality by making it easier for those who use cars, buses, or active transportation (walking or cycling) to access the high-frequency network. A complete redevelopment of public spaces and the addition of pedestrian and cycling links will be implemented across the tramway's entire route. It will encourage citizens to walk and bike for their daily trips, thus promoting a more active lifestyle and contributing to the fight against a sedentary lifestyle.

The tramway will provide direct and efficient access to many important sites for sports, recreation and the outdoors. Its route will pass through neighbourhoods with parks, sports centres and recreational facilities. 65% of the population is located within 800 metres (a 10-minute walk) from the tramway's route. Citizens will therefore be able to more easily access their favorite activities, whether they be sports, enjoying green spaces or participating in cultural and recreational events.

By promoting active mobility and improving access to green spaces and recreational infrastructure, the tramway will help create a more welcoming, healthy, and sustainable city. The tramway will revitalize the city's neighbourhoods. All of the spaces between both ends of the tramway's route will be redeveloped, in keeping with the spirit of the neighbourhoods it spans. The urban integration of the city of Québec's tramway will be exemplary. Nothing will be left to chance! The tramway will be part of a global urban planning vision that places the well-being of its citizens at the forefront of its priorities.

The construction of the city of Québec's tramway is a major investment for the future of the city and will have considerable positive benefits for citizens' quality of life. The city of Québec will be more beautiful, more welcoming, and more sustainable. The tramway will facilitate the adoption of healthy lifestyles, improve access to sports and recreation, and help make Québec a more dynamic, attractive and inclusive city for all.

My question to the Minister Responsible for Sports, Recreation and the Outdoors is the following:

Does the Minister Responsible for Sports, Recreation and the Outdoors agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(197) Mr. Grandmont (Taschereau) – **26 November 2024**
To the Minister of Tourism

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The city of Québec tramway will quickly become a symbol of modernity and dynamism for the city, helping to raise its international profile. Its urban integration will be exemplary. Nothing will be left to chance! The tramway's infrastructure will be designed with aesthetics in mind and will be seamlessly integrated into the urban landscape, ensuring that visitors have a pleasant visual experience. Furthermore, the tramway will mitigate the deterioration of traffic conditions by accounting for nearly 75% of the 52,000 additional trips expected in the heart of the city when the tramway is operational.

The tramway will facilitate the promotion of tourist attractions across the city of Québec by providing visitors with a convenient and efficient means of transportation for exploring the city. The tramway will link the main trip generators by seamlessly integrating with the improved public transit network. The tramway's route will pass through the main tourist districts, allowing visitors to easily move between historic sites, museums, parks, restaurants, and shops. Tourists will be able to move in high-capacity vehicles with large windows, making their stay in our Capitale-Nationale region all the more comfortable and pleasant.

The tramway will be interconnected with the main transportation hubs where tourists arrive in the city of Québec, such as the train and bus stations, Jean-Lesage Airport, and the cruise terminal. The transfer hubs, stations and Parc-O-Bus areas will promote greater intermodality by making it easier for those who use cars, buses, or active transportation (walking or cycling) to access the high-frequency network. This interconnectivity will help tourists travel to and from the city and reach their destination quickly and efficiently.

The construction of the city of Québec's tramway is therefore a major investment for tourism development in the Capitale-Nationale region. The tramway will revitalize the city's neighbourhoods, making them more accessible to visitors. All of the spaces between both ends of the tramway's route will be redeveloped, in keeping with the spirit of the neighbourhoods it spans. The tramway will help raise the city's profile on the world stage, improve access to a wide range of tourist attractions, and improve the overall experience of visitors to the city.

My question to the Minister of Tourism is the following:

Does the Minister of Tourism agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(198) Mr. Grandmont (Taschereau) – **26 November 2024**

To the Minister Responsible for Infrastructure and for the Capitale-Nationale Region

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

Québec stands out as the only major city in Canada without a state-of-the-art public transit system. The tramway will close this gap and allow the Capitale-Nationale region to join the ranks of other major Canadian cities with regard to urban mobility. The tramway will link the major trip generators by integrating with the improved public transit network.

The construction of the city of Québec's tramway will bring important economic benefits for the region. The project will create thousands of jobs in the construction sector and stimulate local economic activity. The tramway's construction will also contribute to the region's economic vitality by creating many jobs. In addition to the jobs related to the completion of the project, many long-term positions will be required to operate and maintain the network, including tramway drivers and specialized mechanics. The tramway will also attract new investments and boost the city's economic development. In the long-term, the tramway will have major positive impacts on local and regional economic activity.

The tramway will contribute to raising the city of Québec's profile as a modern, dynamic, and attractive city. The project will improve quality of life for citizens and visitors by providing an efficient, comfortable, and green means of transportation. The tramway will help make the city a top tourist destination, while attracting new talent and investments. Since 2018, several other cities have launched new public transit network lines. Edmonton extended its Valley Line, Montréal launched the REM, and Ottawa has its O Train. What are we waiting for to do the same in our capital? The tramway will revitalize the city's neighbourhoods. The urban integration of the city of Québec's tramway will be exemplary. Nothing will be left to chance!

The construction of the city of Québec's tramway is a visionary project that will give the Capitale-Nationale region a modern and high-performance public transit system. The tramway will have major economic benefits for the region and will also enhance the city's reputation as an attractive and dynamic city.

My question to the Minister Responsible for Infrastructure and Minister Responsible for the Capitale-Nationale Region is the following:

Does the Minister Responsible for Infrastructure and Minister Responsible for the Capitale-Nationale Region agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

Can the Minister tell us how she intends to follow-up on each of these requests, and what timeline she has set to improve the situation in Montréal's Village?

(205) Mr. Grandmont (Taschereau) – **28 November 2024**

To the Minister Responsible for Social Services

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

Access to social services is crucial for the well-being of the population. However, vulnerable or marginalized populations, such as low-income earners, persons living with disabilities and newcomers may experience issues in travelling to and accessing those services. The city of Québec's tramway will help reduce these inequalities by providing a means of transportation that is accessible to all. The elderly, pregnant women, mobility impaired persons or persons with visual or hearing disabilities, and young families will be able to easily use the tramway. The tramway will pass through neighbourhoods where many social services are concentrated, such as health centres, community centres and organizations helping people in need.

The tramway will provide a public transportation alternative that is more reliable, comfortable, and quicker than existing options. With its exclusive track (dedicated platform) and priority at traffic lights, the tramway will only stop to let passengers on and off at stations. There will be no delays because the travel time will be reliable and regular! Furthermore, the cost to use the tramway will be lower than that of a car, which will mean substantial savings on transportation for vulnerable populations. The tramway and its network will help many families avoid buying an additional vehicle, which represents up to \$10,000 in savings per year.

By improving access to social services and providing an affordable and reliable means of transportation, the tramway will contribute to improving the quality of life of all citizens, in particular those who are most vulnerable. It will allow people to participate more actively in the city's social and economic life, and to enjoy a more independent and fulfilling life.

The construction of the city of Québec's tramway is therefore a socially responsible investment that will create a more inclusive and accessible city for all.

My question to the Minister Responsible for Social Services is the following:

Does the Minister Responsible for Social Services agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

(206) Mr. Grandmont (Taschereau) – **28 November 2024**

To the Minister of Municipal Affairs

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The city of Québec's tramway will contribute to the fight against urban sprawl by promoting denser, more compact development along its route. This efficient public transit mode will encourage citizens to live, work and leisure in more centralized neighbourhoods, thus reducing the pressure on farmlands, wetlands and forests on the city's outskirts. The tramway's introduction will also result in an increased density of local businesses and higher property values.

The construction of the tramway is a unique opportunity to densify the existing neighbourhoods and stimulate real estate development along its route. Proximity to a reliable, efficient public transit system will increase the attractiveness of land near stations, thus promoting the construction of new housing, businesses and offices. In February 2024, the Institut de développement urbain du Québec estimated that the construction of 6,000 to 7,000 housing units would be delayed due to the uncertainty surrounding the tramway project. The value of pending projects along the tramway route was then estimated at between \$1.7 and \$1.9 billion. Accelerating this densification will help meet the growing demand for housing in the city of Québec region, and contribute to alleviating the current housing crisis in the city.

The tramway will have a positive impact on the revenue of cities and towns around the city of Québec. The construction of the tramway will generate thousands of direct and indirect jobs. Higher property values on land near the tramway will bring in more property taxes for Ville de Québec. Furthermore, the region's increased attractiveness to businesses and residents will stimulate economic activity, yielding additional revenues for the cities and towns. The tramway's introduction will bring about an increase in private investments and a greater commercial reach for businesses near the stations.

The construction of the city of Québec's tramway is therefore a strategic investment that will benefit all municipalities in the city's metropolitan community. By promoting sustainable urban development, protecting natural environments, stimulating densification and real estate development, and increasing the city's revenue, the tramway will help create a more prosperous, equitable and attractive region for all.

My question to the Minister of Municipal Affairs is the following:

Does the Minister of Municipal Affairs agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(210) Ms. Rotiroti (Jeanne-Mance-Viger) – **4 December 2024**

To the Minister Responsible for Regional Economic Development

On 25 November 2024, the President-elect of the United States of America, Mr. Donald Trump, publicly stated his intention to impose 25% tariffs on Canadian exports.

This threat of higher American tariffs on Canadian goods would be a severe blow to many Québec businesses who export to the U.S. or who were planning to enter the U.S. market. Many entrepreneurs are very concerned about the situation and dread the major economic impact of these tariffs. According to several manufacturers, this could even put Canadian businesses at risk.

Can the Minister tell us what specific measures she intends to implement to support our entrepreneurs during this time of uncertainty, ensure that Québec is prepared for any tariffs, and compensate our exporters if necessary?

(211) Mr. Grandmont (Taschereau) – **5 December 2024**

To the Minister of Health

The tramway is a major investment for the city of Québec, with positive benefits expected in both the short and long terms.

The tramway will make it easier for citizens to access health services. With an extended network and stations close to hospitals, clinics and health centres, the tramway will provide a reliable and efficient transportation alternative for people going to medical appointments or who have difficulty getting around by car.

The construction of the tramway will promote active mobility, which will have a positive impact on public health. The tramway will be integrated into a multimodal transport network that will include cycling and pedestrian infrastructure, thus encouraging citizens to travel by foot or bicycle. This increase in physical activity will reduce risks for chronic diseases, such as heart disease, diabetes and obesity, which will result in lower health-related costs in the long term.

The tramway will contribute to road safety by reducing the number of vehicles on the road. By providing an attractive public transit alternative, the tramway will encourage citizens to leave their cars at home, lowering the risks of traffic accidents. In turn, this will mean fewer injuries, hospitalizations and deaths, and will have a positive impact on health system costs.

The tramway will meet the mobility needs of older persons who no longer have access to a vehicle. It will also be an accessible and adapted transport solution for mobility impaired persons, allowing seniors to travel in a safe and autonomous manner. Thanks to the tramway providing an easy means of getting around, older persons will remain active and engaged in the community to the benefit of their physical and mental wellbeing.

The construction of the city of Québec's tramway is a wise investment that will have major benefits for the health of citizens. By improving access to health services, promoting active mobility, reducing traffic accidents and meeting the mobility needs of older persons, the tramway will help make the population healthier and the health system more sustainable.

My question to the Minister of Health is the following:

Does the Minister of Health agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

(212) Mr. Grandmont (Taschereau) – **5 December 2024**

To the Minister of Education

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The tramway will greatly facilitate travel for Lévis residents who work or study in the city of Québec. Currently, these people rely heavily on cars, which can be costly in both time and money. The tramway will provide a fast, reliable and comfortable alternative, making it easier for Lévis residents to get to their work or school in the city of Québec.

The tramway will help reduce traffic on the Pierre-Laporte and Québec bridges. By providing an attractive public transport alternative, the tramway will encourage citizens to leave their cars at home, thus reducing the number of vehicles on the bridges and improving traffic flow. The reduction in traffic congestion will have a positive impact on the economy, the environment, and citizens' quality of life. The tramway will mitigate the deterioration of traffic conditions by accounting for nearly 75% of the 52,000 additional trips expected in the heart of the city.

Lastly, the tramway will contribute to reducing GHG emissions by providing a sustainable transportation alternative to cars. The use of electricity as an energy source for the tramway will reduce dependence on fossil fuels and improve air quality in the area. Furthermore, the tramway will promote a more active lifestyle by encouraging citizens to walk and ride their bicycle, thus contributing to public health and environmental protection.

The construction of the city of Québec's tramway is a strategic investment that will benefit all citizens, including residents of Lévis and the Chaudière-Appalaches region who work or study in the city of Québec. The tramway will help protect the environment, reduce GHG emissions and traffic congestion, and improve access to education and employment.

My question to the Minister of Education is the following:

Does the Minister of Education agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

(213) Mr. Grandmont (Taschereau) – **5 December 2024**

To the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks

The tramway is a major investment for the city of Québec, with positive benefits expected in both the short and long terms.

The city of Québec tramway, an electric public transit system, will greatly contribute to reducing GHG emissions and improving air quality. By promoting a shift from cars to the tramway, we will reduce the number of gas-powered vehicles on our roads, reducing carbon emissions and other air pollutants, 63% of which stem from means of transportation in the Québec region.

The tramway will provide an attractive and reliable public transit solution, encouraging citizens to leave their cars at home. With distances between stations averaging 690 metres, the tramway will be accessible to a great deal of people and facilitate travelling without a vehicle. The tramway will also be integrated into a multimodal transport network that includes cycling and pedestrian infrastructure, thus promoting active and sustainable means of transport.

The tramway will contribute to the fight against urban sprawl by promoting denser, more compact development along its route. The existence of an efficient and accessible public transit network will promote real-estate and commercial investments close to the stations, thus creating lively and dynamic neighbourhoods where residents can live, work and enjoy their leisure time without having to rely on vehicles.

The construction of the tramway will bring about a complete redevelopment of public spaces along its route. Landscaping, bike paths and pedestrian spaces will be integrated to the project and result in a greener, more welcoming and enjoyable environment for citizens. Planting trees and creating green spaces will improve air quality, decrease the number of urban heat islands, and promote biodiversity.

The construction of the city of Québec's tramway is a project for the future that is consistent with a sustainable development vision for the city. By helping to protect the environment, reduce GHG emissions, lower dependence on fossil fuels, decrease reliance on vehicles, and contribute to the fight against urban sprawl, the tramway will create a greener, healthier and more comfortable city for present and future generations.

My question to the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks is the following:

Does the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

(214) Mr. Fortin (Pontiac) – **5 December 2024**
To the Minister of Health

The Hôpital Sainte-Croix in Drummondville, built in 1948, is one of the oldest hospitals still in operation in Québec. Despite the addition of a family-child centre in 2018, more than 70% of the total floor area of the hospital has not undergone major transformations over the years. The situation is clear: the hospital's infrastructure no longer meets the growing needs of the population of the Centre-du-Québec region and could potentially have a detrimental effect on the quality of health care provided.

The hospital is facing multiple challenges: shortcomings of the building are well documented, such as significant distances to travel, operating rooms on different floors and the inability to separate the flow of people; major gaps in functionality over a short period of time that significantly impact the care provided to the population have been identified; a major space shortage as compared to the standards established by the Ministère de la Santé et des Services sociaux has been identified; clinical spaces overall are unsuitable and insufficient for quality practice and adequate integration of the teaching mission; care units are dilapidated, with rooms that are cramped with three or four beds and clearly insufficient in number due to the growing population.

An independent study carried out in December 2023 found that various scenarios, including multiple expansions and functional improvements, the construction of a critical pavilion or the phased reconstruction of the hospital on the site would not meet the population's current and future needs. The only way to remedy the hospitals' dysfunctional aspects and increase floor space to meet government requirements is to build a new hospital.

The Minister of Health, like myself, had the opportunity to visit the Hôpital Sainte-Croix facilities. He was able to see the urgent need for action on this matter. He was also able to see how the staff themselves are literally keeping the hospital afloat.

Does the Minister recognize that the Hôpital Sainte-Croix in Drummondville has reached the end of its useful life, and that more than renovations are needed to meet the needs of the population of the Centre-du-Québec region?

(215) Ms. Cadet (Bourassa-Sauvé) – **5 December 2024**

To the Minister Responsible for Government Administration and Chair of the Conseil du trésor

A pay equity agreement was signed more than 10 months ago for Class 3 personnel in the health and social services network. This agreement provided for a single payment of the amounts owed, during the pay period that includes the date 31 October 2024 (payroll of 14 November 2024).

However, we recently learned that the personnel have still not received a single penny, and that the salary adjustments related to the agreement have still not been made. The Government has therefore failed to uphold its promise of paying the amounts owed to employees and adjusting salaries, as per the agreement to settle pay equity complaints.

Pay equity is a fundamental right, and it is disappointing to see that the Government, as an employer, is not meeting its obligations in this regard. This situation affects not only the morale of employees, but also their trust in our public institutions.

Does the Chair of the Conseil du trésor agree that this delay is an abnormal situation that must be corrected?

Can the Chair of the Conseil du trésor tell us when the payments will be made?

(217) Mr. Bérubé (Matane-Matapédia) – **6 December 2024**

To the Minister of Health

I am calling on the Minister of Health with regard to wait times for prostate magnetic resonance imaging (MRI) in Bas-St-Laurent, which has increased from 3 to 12 months over the past year.

My questions are the following:

- What is the expected timeframe for reducing wait times for prostate MRIs in Bas-St-Laurent?
- In terms of reducing wait times for prostate MRIs, what target has the CISSS du Bas-St-Laurent set for 2025?
- What concrete measures has the CISSS du Bas-St-Laurent implemented to reduce wait times for prostate MRIs?
- How many people are currently on the waiting list for a prostate MRI appointment in Bas-St-Laurent?

(218) M. Grandmont (Taschereau) – **6 December 2024**
To the Minister of Higher Education

The tramway is a major investment for the Québec city area, with positive benefits expected in both the short and long terms.

For many years now, numerous experts and stakeholders from civil society and the Québec university sector have supported the construction of the city of Québec's tramway. Université Laval, as an institution, has consistently been a leading partner of the project, as the tramway will improve access to its campus. Many professors and researchers at Université Laval have also endorsed the project, citing its many economic, environmental and social benefits.

The construction of the tramway will reinforce the city's attractiveness as a premier destination for students and researchers not just from the province, but the world over. A modern and efficient public transit system like the tramway is a significant asset for cities trying to attract the best talent.

By improving mobility and accessibility, students and professors will have greater access to university and college campuses, libraries, laboratories, and other educational resources provided by the city of Québec's many higher education institutions. Furthermore, the tramway will improve access to a wider range of housing units, businesses and services, making daily travel easier for all students.

By linking the main trip generators and by integrating the existing public transit network, the tramway will greatly facilitate travel for students, professors, lecturers and workers who enrich our higher education institutions. With its stations located close to campuses and student residences, the tramway will provide a reliable and comfortable alternative to cars and buses. Students and professors will reach their classrooms, offices, and research activities more easily and quickly, which will save them time. The tramway will also help reduce traffic around university campuses, thus improving the quality of life of university communities who rely on these travel hubs.

The construction of the city of Québec's tramway is a strategic investment that will benefit all citizens, including the higher education community. By facilitating travel, improving the city's attractiveness and contributing to its sustainable development, the tramway will be the spearhead of an environment more conducive to education, research and innovation. These are the qualities a city of education like Québec wishes to see thrive.

My question to the Minister of Higher Education is the following:

Does the Minister of Higher Education agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(219) M. Grandmont (Taschereau) – **6 December 2024**

To the Minister of International Relations and La Francophonie and Minister Responsible for the Status of Women

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The construction of the city of Québec's tramway will provide a unique opportunity to collaborate with international partners. The project will require the expertise of various companies and organizations specializing in tramway design, construction and operation. This collaboration will allow Québec to forge ties with world leaders in the field, and open up new business and investment opportunities.

The city of Québec's tramway will showcase Québec's know-how in public transit. The project will highlight the expertise of Quebec companies in fields such as engineering, construction and transportation technologies. This technological showcase will contribute to Québec's international reputation and position us as a leader in sustainable and innovative transportation.

France is a historic partner of Québec and has extensive expertise in tramway construction. The construction of the city of Québec's tramway will provide a unique opportunity to strengthen ties between the two nations. Collaborating with French companies will allow Québec to benefit from their know-how and experience, while fostering economic and cultural exchanges.

More women than men use public transit. Seniors, pregnant women, mobility impaired persons or persons with visual or hearing disabilities, and young families will be able to easily use the tramway. The city of Québec's tramway will provide everyone with a safe, accessible and comfortable mode of transportation, and will contribute to improving the quality of life and independence of women by facilitating daily travel.

The construction of the city of Québec's tramway is a large-scale project that will have major benefits for Québec, both economically and socially. The tramway represents an exceptional opportunity to develop ties with international partners, showcase Québec's expertise and improve the status of women.

My question to the Minister of International Relations and La Francophonie and Minister Responsible for the Status of Women is the following:

Does the Minister of International Relations and La Francophonie, Minister Responsible for the Status of Women agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(220) M. Grandmont (Taschereau) – **6 December 2024**

To the Minister Responsible for Seniors and Minister for Health

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The tramway will provide a means of transportation that is accessible and adapted to the needs of people with functional limitations, who are mostly seniors. The elderly, pregnant women, mobility impaired persons or persons with visual or hearing disabilities, and young families will be able to easily use the tramway. Stations will be designed to facilitate boarding and disembarking, with raised platforms for level access to the trains.

In addition, the stations will be 690 meters apart on average, providing shelter from bad weather and, in some cases, heated spaces. The tramway's cabins will also provide a comfortable and safe environment for seniors, with ergonomic seats, spaces reserved for people with reduced mobility and a clear and accessible information system.

The tramway will help break seniors' social isolation by enabling them to get around easily and independently to take part in social, cultural and recreational activities. The tramway will link the major trip generators by integrating with the improved public transit network. The tramway will facilitate access to workplaces, community centres, libraries, museums, parks and other gathering places, helping seniors maintain their social ties and achieve personal fulfilment.

The construction of the city of Québec's tramway is perfectly in line with the Government's universal accessibility objectives. The tramway will offer an inclusive means of transportation, accessible to all citizens, regardless of age or physical condition. Universal accessibility is highlighted as an important benefit of the tramway project. This project will contribute to creating a more equitable and inclusive city, where everyone can participate fully in social and economic life.

The tramway is a major investment in the wellbeing and inclusion of seniors. It will help to improve their mobility, encourage social participation, create a more accessible and user-friendly city for all, and combat isolation. I urge you to support this promising project, which will have a lasting positive impact on the community and the future of the city of Québec.

My question to the Minister Responsible for Seniors and Minister for Health is the following:

Does the Minister Responsible for Seniors and Minister for Health agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(221) M. Zanetti (Jean-Lesage) – **6 December 2024**
To the Minister Responsible for Social Services

The 2017–2022 departmental action plan on the health and wellbeing of men has been out of date for two years. The action plan was based on three main directions: better reaching men through promotion and prevention strategies, adapting services to improve access and meet men's needs, and improving understanding of male dynamics and practices to meet the needs of the male population.

Society has undergone considerable change since the action plan was first drawn up, in particular because of the pandemic. Men's mental health deteriorated during the health crisis. The housing crisis, the soaring demand for food banks and the increase in homelessness are also factors in the development of psychological distress among men. Masculinism has seeped into social media and is likely to grow in the future. Housing resources for women who are victims of domestic violence are overwhelmed. Community organizations providing services for men are overburdened. The time is right for an updated departmental plan that takes into account new needs and data.

Furthermore, on 22 August 2024, the Ministère de la Santé et des Services sociaux sent CISSS and CIUSSS executives a letter confirming that Action 2.5 of the current plan would now have to be self-financed by the various centres and that, consequently, the \$1,200,000 dedicated to regional plans would no longer be paid by the department. This budget cut led to job reductions for certain regional officials in charge of men's health and wellbeing, which may compromise the adequate deployment of the new action plan.

Better support for men is essential to ensure the health and safety of women and children, better social unity, and a more harmonious coexistence. A departmental action plan is necessary to guide policymakers and stakeholders toward common objectives. It serves as a collective tool to develop and implement strategies that are adapted to the specific needs and various realities of the male population in a consistent manner. Prevention is an investment that can help society avoid human tragedies and save money on rehabilitation costs.

My questions to the Minister of Social Services are the following:

1. Does the Minister recognize that it may be more costly, both from a human and economic perspective, not to table a second departmental plan rather than investing in an updated plan?
2. Is there a coordinator currently working on this matter in the Ministère de la Santé et des Services sociaux?
3. Does the Minister believe that it is a priority to maintain full-time jobs for regional officials in charge of men's health and wellbeing working at the various CISSS and CIUSSS, and does he intend to invest for this purpose?

4. Has the new plan been completed, and if so, why has it not been made public?
5. Does the Minister believe he will be able to make his new plan public by 2025, and if so, when?

(223) Mr. Ciccone (Marquette) – **28 January 2025**

To the Minister Responsible for the Metropolis and the Montréal Region

It is obvious to anyone who has had to catch a flight from Montréal in the last few months that the airport's facilities and access roads are no longer up to the task. There were reports last summer of travellers waiting for hours to reach the terminal gates. There was even footage of people, suitcase in tow, walking towards the Montréal-Trudeau access ramp in fear of missing their flight.

Aéroports de Montréal and their partners have proposed various measures to improve traffic flow around the facilities, including the implementation of a people mover or an automated shuttle to link Montréal-Trudeau Airport and VIA Rail's Dorval station. This solution would help connect the mere 700 metres between these two transit hubs while also meeting intermodality and decarbonation target goals.

Such a solution would link the Via Rail and Exo train stations with the Société de transport de Montréal's nearby terminus, which would improve access to the REM for not only the 40,000 public transportation users who transit there, but also the 55,000 airport passengers, 30,000 workers and 150,000 motorists who use the Dorval interchange daily.

Can the Minister tell us what specific measures she intends to implement to link the various transport hubs around the airport and help improve traffic flow in the area? Also, what is her opinion on the proposal of Aéroports de Montréal and their partners for a people mover or an automated shuttle?

(224) Mr. Zanetti (Jean-Lesage) – **4 February 2025**

To the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks

The 2019–2024 action plan of the *Québec Residual Materials Management Policy* includes Action 22, the purpose of which is to promote the emergence of complementary approaches for the diversion of residual materials. One of its indicators provides for the establishment of energy conversion criteria by regulation by 2022.

However, in his 29 November 2024 reply to my 24 October 2024 written question, the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks stated that his department was already reflecting on the matter and that a preliminary version of the regulation was being drafted.

He also indicated that upon completion of this work, the Ministère de l'Environnement, de la Lutte contre les changements climatiques, de la Faune et des Parcs would collaborate with stakeholders concerned, in particular through targeted consultations.

My questions to the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks are the following:

1. Can the Minister provide us with a specific timeline for the ongoing work on the regulation of energy conversion criteria?
2. Can the Minister tell us when the targeted consultations will be held, and whether citizen groups with expertise in residual materials management, in particular the organizations operating in Limoilou, will be included in the consultations?

(225) Mr. Grandmont (Taschereau) – **4 February 2025**

To the Minister of Health

The Taschereau riding is home to the Lotus Project, an association of four organizations and one family medicine group (FMG) that currently offers perinatal follow-up services to 400 vulnerable women and children. The project provides support to mothers, including teenagers, immigrants, Indigenous women, illiterate women, women involved in a judicial process, or victims of domestic violence, from pregnancy to the child's fifth birth. It provides access to health care and brings together various actors in the health and community networks to offer a continuum of local services.

The Lotus Project helps reduce accessibility thresholds for health and community services by simplifying access to medical resources, in particular through the strategic deployment of a Lotus nurse and the existence of a community space within the FMG. The project also includes a calendar of weekly activities designed to break isolation, develop a support network, provide breastfeeding advice and reduce health inequalities.

Over the past few months, the trustees of the Lotus Project have made numerous enquiries to find out whether the Ministère de la Santé et des Services sociaux funding for the project would be renewed for 2025–2026, but to no avail. The lack of a response has forced the Lotus Project to put an end to new pregnancy follow-ups and may even lead to the loss of the human resources committed to the project.

The suspension of funding would jeopardize the maintenance of quality follow-up services for pregnancies and children. Such services are essential for preventing health complications and ensuring the optimal development of children, especially in a context of hardship, where families require support tailored to their specific needs. The Lotus project needs a quick response from the department, for the well-being of mothers and their babies who, without the project, would be left without any follow-up.

Can the Minister of Health confirm that the Lotus Project will have its funding renewed for 2025–2026?

(226) Mr. Arseneau (Îles-de-la-Madeleine) – **4 February 2025**

To the Minister of Health

Class 3 employees of the health network were to receive pay equity payments. Employees in other job classes have received these payments. For more than 80 days, nearly 30,000 employees have been waiting for pay equity payments. The CIUSSS and CIUSSS have mentioned that premiums will be paid in the spring of 2025.

My question is the following: when will Class 3 employees receive their pay equity payments?

(227) Mr. Arseneau (Îles-de-la-Madeleine) – **4 February 2025**

To the Minister of Health

The professionals and technicians who work in difficult contexts or on unfavourable shifts, such as evening, night or weekend shifts, or who work in youth protection or with clients with severe behavioural disorders, and who are represented by the APTS, were to receive premiums negotiated over a year ago, the deadline for which was 5 October 2024. That is more than 65,000 workers who have yet to receive the amounts they are owed.

My question is the following: when will the premiums be paid to the professionals and technicians?

(228) Mr. Arseneau (Îles-de-la-Madeleine) – **4 February 2025**

To the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks

CERIEC applied for funding for its Lab systèmes alimentaires project, a joint initiative with La Transformerie. The purpose of the project is to reduce food waste, an objective that is in line with the Government's circular economy roadmap. The \$1.5 million funding was initially approved under the 2023 Plan for a Green Economy. Then, during 2024, work was carried out in cooperation with the Bureau de coordination du développement durable to ensure that funding would come from the Electrification and Climate Change Fund (FECC), and an agreement was drawn up. In the end, the funding was not confirmed either in the summer or in the fall. The FECC became insolvent last fall and finally closed in January 2025. The project was directed to a third envelope to receive funding, namely the Fund for the Protection of the Environment and the Waters in the Domain of the State.

My question is the following: Will the Lab systèmes alimentaires project receive the agreed funding of \$1.5 million before the end of the 2024–2025 fiscal year?

(229) Mr. Grandmont (Taschereau) – **4 February 2025**

To the Minister of Economy, Innovation and Energy

The tramway is a major investment for the city of Québec, with positive benefits expected in both the short and long terms.

The construction of the tramway represents a major investment in the Québec region which will create thousands of direct and indirect jobs. The project is expected to result in 19,000 new jobs (12,000 directly and 7,000 indirectly). These jobs, averaging an annual wage of \$61,200, would represent a total payroll of \$1.1 billion for the local economy. The construction of the tramway would also drive economic activity in various sectors, such as construction, engineering, manufacturing and services.

The tramway's inception would also promote real estate and commercial development along its route. A reliable and efficient public transit system will increase the attractiveness of land and buildings near stations, thus increasing property values and promoting private investments. Furthermore, the tramway will improve access to businesses and services for residents and visitors, which will contribute to the economic vitality of the neighbourhoods it spans.

The construction of the tramway will increase the attractiveness of the Québec region for young professionals. The existence of a modern and efficient public transit system is a major asset for attracting and retaining young talents who are looking for sustainable and effective mobility solutions. The tramway will improve travel between home and the workplace, and will help young professionals easily access employment centres, educational institutions and entertainment hubs.

The city of Québec tramway will rely on electric transport means, thus contributing to Québec's energy transition and the reduction of global greenhouse gas emissions. The use of electricity as an energy source for the tramway will reduce dependence on fossil fuels and improve air quality in the area. The tramway will also provide an attractive alternative to the automobile, encouraging citizens to further use public transit and reduce their carbon footprint.

Less vehicles on the roads will lead to smoother traffic flow, allowing delivery trucks to move faster and more efficiently. This could mean lower transport costs for businesses and more reliable deliveries.

The construction of the city of Québec's tramway is therefore a strategic investment that will have major benefits for the economy, the environment and the quality of life of citizens. By promoting investments, real estate and commercial development, attracting young professionals and encouraging the use of electric transport means, the tramway will help make the region around the city of Québec a more prosperous, sustainable and attractive place.

Does the Minister of Economy, Innovation and Energy agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(230) Mr. Grandmont (Taschereau) – **4 February 2025**

To the Minister Responsible for Government Administration and Chair of the Conseil du trésor

The tramway is a major investment for the city of Québec, with positive benefits expected in both the short and long terms.

The tramway will provide government employees with a reliable, comfortable and efficient public transportation solution. With the average distance between stations being 690 metres, the tramway will be accessible to a large number of employees, who will be able to get to work without the hassle of driving. Furthermore, the tramway's exclusive track and priority at traffic lights will ensure fast and consistent travel times, freeing up valuable time for employees. With stations designed to provide shelter from bad weather, travel will be more pleasant in all seasons.

The construction of the tramway will have a positive effect on public finances by reducing the need for road infrastructure maintenance. The tramway will promote a shift from cars to public transit, thus reducing traffic flow and road wear. Fewer vehicles on the roads will help extend the lifespan of the road infrastructure, which will lead to substantial savings for the Government.

Furthermore, the tramway will boost the local and regional economy and create additional tax revenues. The tramway will generate thousands of jobs both during its construction phase and in the operation and maintenance of its network. These jobs, averaging an annual wage of \$61,200, will pump a considerable amount of money into the local economy. The tramway will also improve accessibility, thus promoting private investments and economic growth.

Does the Chair of the Conseil du trésor agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(231) Mr. Cliche-Rivard (Saint-Henri–Sainte-Anne) – **5 February 2025**
To the Minister of Employment

On 23 January, the Réseau national des organismes spécialisés dans le développement en emploi des nouveaux immigrants and the Réseau des services spécialisés de main-d'œuvre learned that the Ministère de l'Emploi et de la Solidarité sociale (MESS) would be ending the eligibility of temporary foreign workers and their spouses for active employment measures as of 1 February 2025.

In a *La Presse* article, the MESS stated that based on its data, temporary foreign workers and their spouses have represented between 0.2% and 0.9% of the participants, all clientèles combined, since 2019.

However, the specialized labour organizations that offer services to immigrant clientele are reporting much higher numbers for the categories targeted by the government. They are reporting representation rates of between 16% and 70% of their users.

My questions to the Minister are the following:

- 1) What specific categories of immigrants are included in the MESS calculation to justify the ending of eligibility for temporary foreign workers and their spouses?
- 2) Why has this change in eligibility been announced without prior notice or consultation with specialized labor organizations, while the 2024–25 partnership agreement is still in effect?
- 3) What financial impacts will these eligibility changes have on the budgets of the next memorandums of understanding with regard to the immigrant employment services that are currently being negotiated?

(232) Mr. Grandmont (Taschereau) – **5 February 2025**

To the Minister of Agriculture, Fisheries and Food

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The city of Québec's tramway will contribute to the protection of agricultural land by restricting urban sprawl. By promoting denser, more compact development along its route, the tramway will reduce the pressure of residential development on agricultural land on the city's outskirts. An efficient and attractive public transit system will encourage citizens to live, work and play in more centralized neighbourhoods, thus lessening the need to convert agricultural lands into residential or commercial zones.

The tramway will help to significantly reduce road traffic in the city of Québec, which will facilitate the movement of goods from agriculture and fisheries. With its exclusive track and priority at traffic lights, the tramway will not be affected by traffic jams, providing the citizens of the city of Québec with an efficient means of transportation and ensuring quicker and more reliable transportation for agricultural products on the roads leading to markets and distribution hubs. Less traffic during rush hour will improve traffic flow for all road users, including delivery trucks. This would minimize losses related to delays and potentially have a downward impact on product prices.

The construction of the city of Québec's tramway is therefore a wise investment for the future of the agricultural and food sector in Québec. By protecting agricultural land against urban sprawl and reducing road traffic, the tramway will contribute to ensuring the viability and competitiveness of our agricultural and food industries.

My question to the Minister of Agriculture, Fisheries and Food is the following: Does the Minister agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

(233) Mr. Grandmont (Taschereau) – **5 February 2025**

To the Minister of Employment

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The construction of the city of Québec's tramway will create thousands of jobs in various sectors. In addition to the jobs related to the completion of the project, many long-term positions will be required to operate and maintain the network, including tramway drivers and specialized mechanics. The project is expected to generate 19,000 jobs (12,000 direct and 7,000 indirect) and would pump a payroll of \$1.1 billion into the local and regional economy.

The following are examples of job classes required for the operation and maintenance of the tramway:

- Logistics
- Tram operator
- Computer systems
- Specialized mechanic
- Maintenance of the platform, stations, electrical supply systems, and rolling stock
- And many more.

The tramway will also greatly improve the workforce's mobility by providing a quick, reliable and accessible public transit system. The tramway will link the main trip generators by integrating with the improved public transit network. Workers will be able to reach their workplace more quickly, thus reducing travel time and increasing productivity. The tramway will also help businesses broaden their recruiting pool by attracting workers who live in more distant neighbourhoods. By increasing the likelihood for businesses to meet their human resource needs, we will in turn improve their ability to provide services.

The construction of the tramway will contribute to meeting businesses' labour needs by helping attract and retain talent. A modern and efficient public transit system is a significant asset for businesses looking to recruit qualified workers. In the long term, the tramway will have major benefits on the local and regional economy. By improving the workforce's mobility, the tramway will facilitate matchmaking between job seekers and employers, thus helping fill labour shortages in certain key sectors of the economy.

The construction of the city of Québec's tramway is therefore a strategic investment that will have major benefits on the labour market and on the region's economic development. By creating jobs, improving the workforce's mobility and meeting the needs of businesses, the tramway will help make the Québec city area a more thriving and prosperous economic hub.

My question to the Minister of Employment is the following: does she agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(234) Mr. Grandmont (Taschereau) – **5 February 2025**
To the Minister of Families

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

Transportation is the second biggest budget item for Québec families, after housing. Owning and using a car requires significant costs, including gas, insurance, maintenance and depreciation. These costs can be a major financial burden for many families, especially those with lower incomes. With the tramway and its network, many families will not need to buy an additional vehicle and can therefore save up to \$10,000 a year.

The tramway will be an affordable and accessible public transportation alternative for many families. The cost of using the tramway will be lower than that of a car, allowing families to save significantly on their transportation expenses. In addition, the tramway will link the main trip generators by seamlessly integrating with the improved public transit network.

The tramway will make it easier for families to access childcare services. A total of 65% of the population is located within 800 metres (a 10-minute walk) from the tramway's route. The route will pass through residential neighbourhoods with many childcare facilities. Furthermore, with its exclusive track (dedicated platform) and priority at traffic lights, the tramway will only stop to let passengers on and off at stations. There will be no delays because the travel time will be reliable and regular! Parents will be able to drop off and pick up their children from daycare more easily and quickly, allowing them to achieve a better balance between work and family life.

The construction of the city of Québec's tramway is therefore a wise investment that will have major benefits for Québec families. The tramway will transform the city. The tramway's implementation will revitalize the city's neighbourhoods. By providing an affordable, accessible and efficient public transportation alternative, the tramway will help families to reduce their expenses, improve their quality of life and achieve a better balance between work and family life.

My question for the Minister of Families is the following: Does the Minister agree with the points made above, and does she believe that the construction of the city of Québec tramway should begin as soon as possible?

(235) Mr. Grandmont (Taschereau) – **5 February 2025**
To the Minister of Labour

The tramway is a major investment for the Québec city area, with positive economic benefits expected in both the short and long terms.

The construction of the city of Québec's tramway will create many quality jobs in the construction sector. The project will require a sizeable and specialized workforce to carry out the infrastructure work, the installation of the railways, the construction of the stations, and the landscaping work. The tramway's construction will also contribute to the region's economic vitality through the creation of many jobs. This major project will stimulate the local and regional economy by generating well-paid jobs for construction workers. The project is expected to generate 19,000 jobs (12,000 direct and 7,000 indirect) and would pump a payroll of \$1.1 billion into the local and regional economy.

The construction of the city of Québec's tramway will also provide a unique opportunity to develop new Québec expertise on tramway construction. Local construction companies will be able to participate in this major project and acquire specialized skills in the construction of this kind of infrastructure. In addition to the jobs related to the completion of the project, many long-term positions will be required to operate and maintain the network, including tramway drivers and specialized mechanics. The acquired expertise could then be used to carry out future tramway projects elsewhere in Québec.

The construction of the city of Québec's tramway is therefore a strategic investment that will not only improve urban mobility, but also create quality jobs in the construction sector and develop Québec expertise in tramway construction, similar to how we developed expertise in the construction of hydroelectric dams during the Quiet Revolution.

My question to the Minister of Labour is the following: does he agree with the points made above, and does he believe that the construction of the city of Québec tramway should begin as soon as possible?

(236) Mr. Bérubé (Matane-Matapédia) – **6 February 2025**
To the Minister of Agriculture, Fisheries and Food

Québec's pork producers are world leaders in animal welfare best practices. Every year, they strive to improve the quality of the care given to their animals by investing in R&D projects. For example, porcine reproductive and respiratory syndrome is the most costly disease in pork production. The Équipe québécoise de santé porcine estimates that this disease costs producers \$75 million per year, including nearly \$20 million for La Financière agricole du Québec.

Inspired by the protected crop zone model for seed potato production, the Éleveurs de porcs du Bas-Saint-Laurent are working together with the Éleveurs de porcs du Québec to implement a protected health zone. With a team of veterinarians, they have developed bold biosecurity measures to maintain an exceptional health status for the region's swine herd. The quality of the swine herd's health is essential to the profitability of the region's businesses, whether for genetic production, breeding, or feeding. By maintaining these health standards, pork producers can maintain production while limiting the use of medications and antibiotics, thereby meeting societal expectations.

My question is the following:

How does the MAPAQ intend to support investments for animal welfare and key initiatives, such as the Bas-Saint-Laurent's protected zone, in the next biofood policy?

(237) Mr. Bérubé (Matane-Matapédia) – **6 February 2025**
To the Minister of Agriculture, Fisheries and Food

Since the May 2024 tabling of the final report of the *Étude prospective de la filière porcine au Québec* prepared by Raymond Chabot Grant Thornton, the Éleveurs de porcs du Québec have been waiting for an action plan from the MAPAQ.

For many months, pork production has been subject to a highly unstable context, including slaughterhouse closures, rising input costs and market geopolitics. The current pressures are increased by the arrival of the Trump administration, uncertainty over the imposition of tariffs on Canadian products and the negotiation of CUSMA. The United States is the main export market for Québec pork. In 2023, 117.3 million kg of meat were sold to Americans, for a total value of \$583 million, or 35% of our exports.

My question is the following:

What action plan will the Québec government implement to ensure that pork producers remain competitive despite current and future geopolitical upheaval?

(238) Mr. Bérubé (Matane-Matapédia) – **6 February 2025**

To the Minister of Agriculture, Fisheries and Food

The number of livestock farming businesses is declining in the Bas-Saint-Laurent region. Data shows that this concerning trend has worsened in the past two years. The Bas-Saint-Laurent region, in particular the MRC de La Mitis, features a troubling case due to the presence of Group Mario Côté (GMC) in the area. In a research report published in November 2024, the Institut de recherche en économie contemporaine presented the consequences of GMC's presence on the region. It stated that the asymmetry of resources created, and sustains to this day, a disproportionate competition which hampers and even jeopardizes the transfer of farms to local producers.

In the same line of thinking, the next generation of farmers faces a number of challenges, including an increase in the property values of land, which limits access to good land, and a decrease in family transfers to the benefit of GMC. The Government's latest announcements with the Fonds d'investissement pour la relève agricole are of no help for the Bas-Saint-Laurent region, as only 25% of the purchase price can be allocated to livestock buildings. Even if the price of land has increased, it remains difficult to respect the ratio and take advantage of the program.

My questions are the following:

- What measures will be taken in the context of Bill 86, An Act to ensure the long-term preservation and vitality of agricultural land, or other bills, to promote the transfer of farming businesses?

- How will transfers from producers to a producer who is a relative or not or to local producers be facilitated, in particular in regions where this is more of an issue, such as in the Bas-Saint-Laurent region?

(239) Mr. Bérubé (Matane-Matapédia) – **6 February 2025**

To the Premier

- Is the Premier proud of being Canadian, and if so, why?
- How is the Premier working toward Canadian unity?

(240) Mr. Bérubé (Matane-Matapédia) – **6 February 2025**

To the Minister of Education

The Association québécoise pour l'éducation à domicile represents 1,500 homeschooling families. To date, more than 8,000 students are homeschooled in 2024–2025. These students have legal rights regarding access to educational institutions and resources under the *Homeschooling Regulation*.

Section 22 of the Regulation sets out the following:

“The school service centre that has jurisdiction must provide the student receiving homeschooling, subject to availability and on the conditions it determines, with free access to

- (1) the library of at least one of its schools and the reference and reading material in it;
- (2) the science laboratory of at least one of its schools and the related material and equipment used in the laboratory;
- (3) the computer laboratory of at least one of its schools and the related material and equipment used in the laboratory;
- (4) the auditorium and art rooms of at least one of its schools and the related material and equipment used in the laboratory; and
- (5) the sports and recreational facilities of at least one of its schools and the related material and equipment used in the facilities.”

According to documents sent by the school service centres to the parents of homeschooled students, it appears that, for the year 2022–2023, the school service centres were able to provide justification for \$1.7 million in expenditures out of a total of \$12 million in subsidies received for homeschooling.

This is reflected in the results of a survey to which approximately 200 homeschooling families responded. Not taking into account the compulsory examination services not requested by families and not deemed to have relevant educational value for families, homeschooling families said that 68% of requests for services were denied. Requests concerned access to the instructional material, gymnasium, laboratory, professional support staff and artistic material. Even for services related to the certification of studies (obtaining a secondary school diploma), families' requests were denied in 31% of cases.

My questions to the Minister of Education are as follows:

1. Can the Minister produce a report on the use of sums paid for homeschooling in all school service centres for the year 2023–2024?
2. Considering the difficulties in accessing services and the recent developments in homeschooling trends since the pandemic, can the Minister commit to convening the Québec-wide advisory panel on homeschooling?

(241) Mr. Marissal (Rosemont) – **6 February 2025**

To the Minister of Health

Ten social perinatal support projects have been in operation across Québec since 2020, with funding from the 2020–2024 action plan for the health and well-being of women (objective 2, measure 5). These social perinatal support projects help reduce accessibility thresholds for health and community services for women and their children who are often in vulnerable situations (teenagers, immigrants, Indigenous women, illiterate women, women involved in a judicial process, or victims of domestic violence). The projects also bring together various actors in the health and community network, providing a continuum of local services and follow-up services for pregnant women and their children up to age 5.

However, these ten projects, which have proved their worth since 2020, are still awaiting the renewal of their financial agreement with the Ministère for 2025–2026, and we are just a few weeks away from the Québec government tabling its budget. Without rapid confirmation of funding for 2025–2026, all these projects in Québec are at risk of losing their human resources. In fact, they have already put an end to new pregnancy follow-ups.

The suspension of funding would jeopardize the maintenance of quality follow-up services for pregnancies and children. These services are essential for preventing health complications and ensuring the optimal development of children, especially in a context of hardship, where families require support tailored to their specific needs.

Can the Minister of Health confirm that these collaborative joint regional projects having an impact on the health and well-being of women, originating from the 2020–2024 action plan for the health and well-being of women, which was renewed for 2024–2025, will have their funding renewed for 2025–2026?

(242) Mr. Paradis (Jean-Talon) – **11 February 2025**

To the Minister Responsible for Government Administration and Chair of the Conseil du trésor

As experts in the spread of harmful micro-organisms, pathogens and viruses, microbiologists perform delicate tasks on a daily basis that can have serious impacts if not done with the utmost rigor. However, microbiologists are not regulated by the Québec professional system and, as a result, there are significant public protection risks.

Integrating microbiologists into the professional system would greatly reduce these risks of harm to the public, in particular by imposing disciplinary measures for usurpation of title, proficiency audits, professional development and more.

Better oversight of microbiologists, after they have integrated into the professional system, can reduce the long list of risks that could arise from maintaining the status quo, such as bacterial disease outbreaks, contamination of drinking and bathing water, and even inaccurate air quality analyses.

In 2023, the Minister Responsible for Government Administration and Chair of the Conseil du trésor, and Minister responsible for the administration of legislation respecting the professions, undertook a major modernization project for Québec's professional system to better meet our society's current needs.

At the time, the Minister planned to implement the modernization project in three separate phases, starting with regulatory streamlining, followed by modernization of the *Professional Code*, and ending with the broadening of professional practices.

A first milestone was reached with Bill 67, An Act to amend the Professional Code for the modernization of the professional system and to broaden certain professional practices in the field of health and social services, assented to on 7 November 2024.

The next phases are still to be completed. The third phase, if it is implemented as announced, could be an opportunity to integrate microbiologists into the Québec professional system.

Given the above, my questions are the following:

- What is the current timetable for implementing the second and third phases of the project to modernize the professional system?
- Is the Québec government formally committed to implementing the third phase of the project to modernize the professional system, and to introducing a bill in time for it to reach the assent stage during the current legislature?
- Between the second and third phases of the project to modernize the professional system, which phase would be most conducive to integrating microbiologists into the Québec professional system?

(243) Ms. Labrie (Sherbrooke) – **12 February 2025**

To the Minister of Transport and Sustainable Mobility

Over the past year, several Québec towing companies have been faced with unpaid bills after police forces requested their services to clear heavy vehicles from public highways. These unpaid bills represent very substantial sums for the towing companies, to the extent of jeopardizing their services. Since 2007, the Ontario Ministry of Transportation, in consultation with the provincial police and the towing industry, has implemented a limited financial protection program for accident management on provincial highways. This program helps the heavy-duty towing industry cover costs associated with incidents on provincial highways, after exhausting all efforts to recover costs from the responsible party.

My questions to the Minister of Transport and Sustainable Mobility are the following:

In light of the situation experienced by Québec towing companies, will the Minister consider adopting Ontario's approach and developing a policy for recovering towing costs in the event of unpaid bills? What solutions is the department considering to solve this problem?

Part 6
NOTICES

I. NOTICES PREVIOUSLY GIVEN

Government Bills

Private Members' Public Bills

- (a) 5 February 2025
An Act to indemnify local municipalities when land intended for building or enlarging schools is transferred – *Member for Sherbrooke*

Private Bills

II. NOTICES APPEARING FOR THE FIRST TIME